



QA 17616

J. B. HUNT TRANSPORT, INC.

F4WA 97-2176-22

September 28, 1992

LEGIS./REGS
DIVISION

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FEDERAL HIGHWAY
ADMINISTRATION

The Honorable Thomas D. Larson
Administrator
Federal Highway Administration
400 7th Street, S.W.
Washington, D.C. 20590

Re: Commercial Driver Instruction Permits

Dear Mr. Larson:

PETITION:

J.B. Hunt Transport, Inc. petitions the Federal Highway Administration to amend your commercial driver's **license(CDL)** requirements in 49 CFR Part 383. Specifically, we ask that you require additional minimum federal standards for state-issued learner's permits that allow drivers to be trained in the operation of commercial motor vehicles. Since driver training is nationwide in scope, a state would be required to issue a Commercial Driver Instruction **Permit(CDIP)** to a driver trainee, or a 60-day CDL to a trained driver without regard to his/her state of domicile.

This amendment would enable the driver trainee-trained driver to become employed immediately after completion of driver training, avoiding the unnecessary expense and lost wages due to the current regulations.

This petition complies with the President's instructions on January 28, 1992, to the Secretary of Transportation and other agencies to work together to streamline the regulatory process and ensure that the regulated community is not subject to duplicative, inconsistent or unnecessarily burdensome regulations.

We ask for the amendment to be effective December 31, 1992.

PETITIONER:

J.B. Hunt Transport, Inc. is a truckload common carrier operating in the continental United States, Canada and Mexico. We operate over 6,000 trucks and employ over 7,500 drivers, with plans for continued growth.

Approximately 80% of our new drivers are recent driving school graduates. We have two company operated driving schools located in Lowell, Arkansas and Alexandria, Louisiana that will provide approximately 3,300 school graduates in 1993. Less than 20% will be domiciled in the state where they are trained. Contract schools will also provide drivers to help meet the estimated 10,000 drivers needed in 1993. Only 20 to 30% of their graduates will be trained in the state they are domiciled in.

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Many states have reduced the number of CDL testing personnel since April, resulting in a longer waiting period to take the skills test (or rescheduling should an applicant fail the test). This results in lost wages for the drivers and some will seek employment elsewhere and this labor starved industry has lost a potential driver. The carriers also lose revenue because of trucks without drivers. In cases when the training was government sponsored, the government loses the tax dollars invested.

Your consideration of this **petition** is appreciated.

Sincerely,



Kirk Thompson
President and CEO

KT/emc

CC: Richard Landis FHWA
John Collins ATA

LEGIS./REGS
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FEDERAL HIGHWAY
ADMINISTRATION

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U.S. Department
of Transportation
Federal Highway
Administration

DEC 21 1992

400 Seventh St., S.W.
Washington, D.C. 20590

Refer to: HCS-20

Mr. Edward Moore
Moore Career College
2001 Airport Road
Suite 309
Jackson, Mississippi

Dear Mr. Moore:

This is to acknowledge receipt of your letter of October 8 expressing support for the Commercial Driver Instruction Permit proposal recently submitted by J. B. Hunt Transport, **Inc.**

Federal Highway Administrator T. D. Larson has already forwarded you a copy of a notice of proposed rulemaking published in the Federal Register on August 22, 1990, which proposes to do that which the Hunt petition seeks. We hope to be able to resume progress with that rulemaking in the near future.

Thank you for your interest in motor carrier safety.

Sincerely yours,

James E. Scapellato, Director
Office of Motor Carrier Standards

FHWA:HCS-20:NMoyer:alh:65844:12/18/92

cc:

HMT-RF, HCS-RF, HCS-20RF, ~~HCS-20(NM)~~

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